

Father Hurley Blvd. Extended -- No. 500516

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Germantown
None.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

| Cost Element | Total | Thru FY05 | Est. FY06 | Total 6 Years | FY07 | FY08 | FY09 | FY10 | FY11 | FY12 | Beyond 6 Years |
|----------------------------------|---------------|--------------|--------------|------------------|--------------|--------------|--------------|--------------|----------|----------|-------------------|
| Planning, Design and Supervision | 3,174 | 10 | 892 | 2,272 | 433 | 302 | 756 | 781 | 0 | 0 | 0 |
| Land | 859 | 0 | 0 | 859 | 859 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 1,140 | 0 | 0 | 1,140 | 0 | 0 | 0 | 1,140 | 0 | 0 | 0 |
| Construction | 11,118 | 0 | 0 | 11,118 | 0 | 713 | 5,124 | 5,281 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 16,291 | 10 | 892 | 15,389 | 1,292 | 1,015 | 5,880 | 7,202 | 0 | 0 | 0 |

FUNDING SCHEDULE (\$000)

| | | | | | | | | | | | |
|-------------------|--------|----|-----|--------|-------|-------|-------|-------|---|---|---|
| G.O. Bonds | 1,429 | 10 | 892 | 527 | 132 | 15 | 380 | 0 | 0 | 0 | 0 |
| Impact Tax | 14,853 | 0 | 0 | 14,853 | 1,160 | 1,000 | 5,500 | 7,193 | 0 | 0 | 0 |
| Intergovernmental | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

ANNUAL OPERATING BUDGET IMPACT (\$000)

| | | | | | | | | | | | |
|-------------------|--|--|--|-----------|----------|----------|----------|----------|-----------|-----------|----------|
| Maintenance | | | | 34 | 0 | 0 | 0 | 0 | 17 | 17 | 0 |
| Energy | | | | 34 | 0 | 0 | 0 | 0 | 17 | 17 | 0 |
| Net Impact | | | | 68 | 0 | 0 | 0 | 0 | 34 | 34 | 0 |

DESCRIPTION

This project consists of a 1.2 mile extension of Father Hurley Boulevard from its existing terminus at Wisteria Drive, south, to Germantown Road (MD 118). Within the proposed 120-foot wide right-of-way will be incorporated a four-lane divided highway with a bridge over the CSX railroad, two retaining walls (minimizing impacts to adjacent properties), an 8-foot wide bikeway along the west side of the roadway, and a 5-foot wide sidewalk along the east side. This project will also include streetlighting, stormwater management, landscaping, and reforestation.

Service Area

Germantown Planning Area.

Capacity

Average Daily Traffic (ADT) is projected to be 30,000 vehicles by design year 2025.

JUSTIFICATION

This project is recommended in the area Master Plan as a major divided highway within a 120-foot right-of-way. Based on The Department of Public Works and Transportation's (DPWT) Facility Planning Study, the projected Average Daily Traffic (ADT) of 30,000 for the year 2025 can be accommodated with four lanes. This project will provide required capacity, and complete missing network links in the Germantown Planning Area. This road will connect Germantown communities currently separated by the railroad from the Town Center and the I-270 Employment Corridor. It will also improve access for emergency vehicles. Additionally, this project will reduce future traffic congestion and enhance traffic flow. While segments of the roadway corridor have already been constructed, access is still limited because these developer-improved segments do not include critical links between Wisteria Drive and Dawson Farm Road, or between Germantown Road and Hopkins Road. After implementation of this project, the network will have continuity and improve the projected 2025 intersection delay at most of the intersections along the Germantown Road corridor including improved intersection levels-of-service at Wisteria Drive from "E" to "C", and at Middlebrook Road from "F" to "E".

Plans and Studies

DPWT prepared a study entitled "Transportation Facility Planning Study" in January 2003 which is consistent with the approved Germantown Master Plan. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to inflation of construction unit prices (steel, asphalt, etc.).

STATUS

Final design stage.

OTHER

The Intergovernmental revenue shown in the funding schedule is from the Washington Suburban Sanitary Commission (WSSC) as its share of water and sewer relocation costs.

APPROPRIATION AND EXPENDITURE DATA

| | | |
|----------------------------|------|---------|
| Date First Appropriation | FY05 | (\$000) |
| Initial Cost Estimate | | 15,852 |
| First Cost Estimate | | |
| Current Scope | FY05 | 15,852 |
| Last FY's Cost Estimate | | 15,852 |
| Present Cost Estimate | | 16,291 |
| Appropriation Request | FY07 | 706 |
| Appropriation Request Est. | FY08 | 14,097 |
| Supplemental | | |
| Appropriation Request | FY06 | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 1,488 |
| Expenditures/ | | |
| Encumbrances | | 14 |
| Unencumbered Balance | | 1,474 |
| Partial Closeout Thru | FY04 | 0 |
| New Partial Closeout | FY05 | 0 |
| Total Partial Closeout | | 0 |

COORDINATION

Maryland-National Capital Park and Planning Commission
CSX Railroad
Department of Permitting Services
Washington Suburban Sanitary Commission
Allegheny Power
Washington Gas Light Company
Verizon
Comcast
Developers

Special Capital Improvements Project Legislation was adopted by Council on May 27, 2004 (Bill No. 13-04).

MAP

See Map on Next Page

